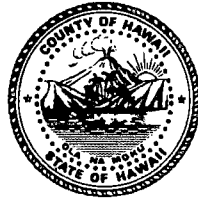


Susan L.K. Lee Loy
Council Member
District 3



Office: (808) 961-8396
Fax: (808) 965-8912
Email: sue.leeloy@hawaiicounty.gov

HAWAI'I COUNTY COUNCIL
25 Aupuni Street, Hilo, Hawai'i 96720

MEMORANDUM

DATE: January 31, 2019

TO: Aaron S.Y. Chung, Council Chair
and Members of the Hawai'i County Council

FROM: *SL for* Susan L.K. Lee Loy, Council Member

SUBJECT: Communication No. 71 – Vision Zero presentation to the Public Works and Mass Transit Committee.

2019 JAN 31 PM 1:46
COUNTY CLERK
COUNTY OF HAWAII

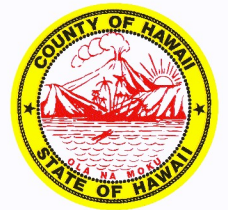
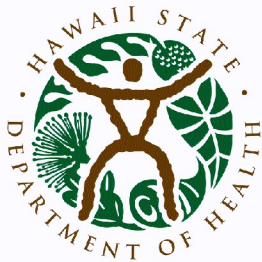
Attached is a copy of the PowerPoint presentation that Ms. Tina Clothier, executive director of Peoples Advocacy for Trails Hawai'i and representative of the Mayor's Active Living Advisory Committee, will be presenting in the Public Works and Mass Transit Committee on February 4, 2019.

Please distribute copies for the presentation and discussion regarding Communication No. 71.

SL:ps
Att.

Comm. No. 71.1
Ref. To: P/PW MTC
Ref. Date FEB 04 2019

VISION ZERO



Different Approach

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

**SAVING LIVES
WITH SAFE
STREETS**



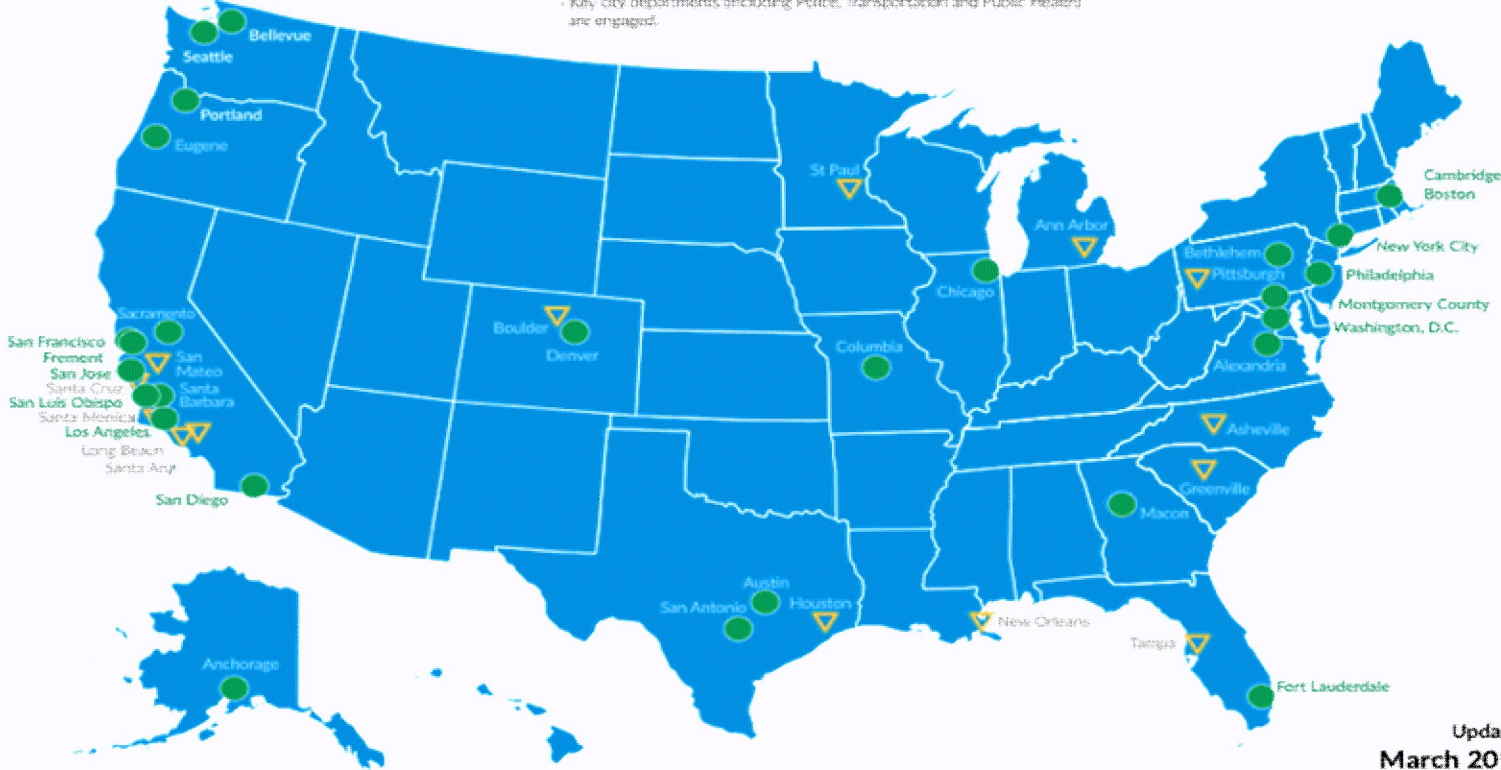
Vision Zero is more than Safe Streets



Vision Zero Cities

A Vision Zero City meets the following minimum standards:

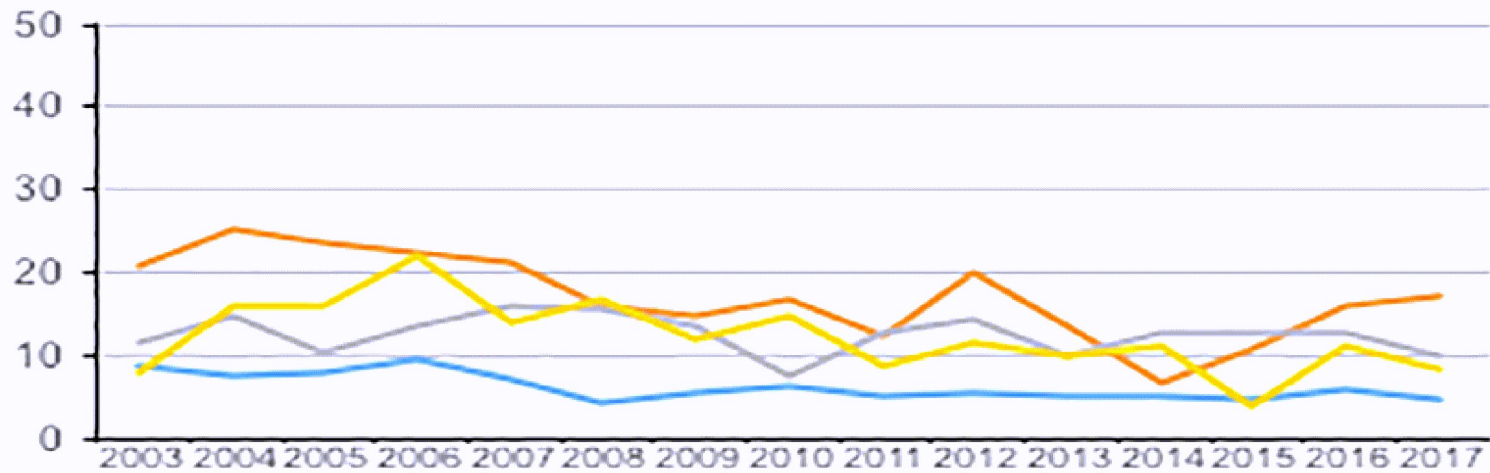
- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments including Police, Transportation and Public Health are engaged.



Why Vision Zero in Hawai'i County?



Fatalities per capita by County

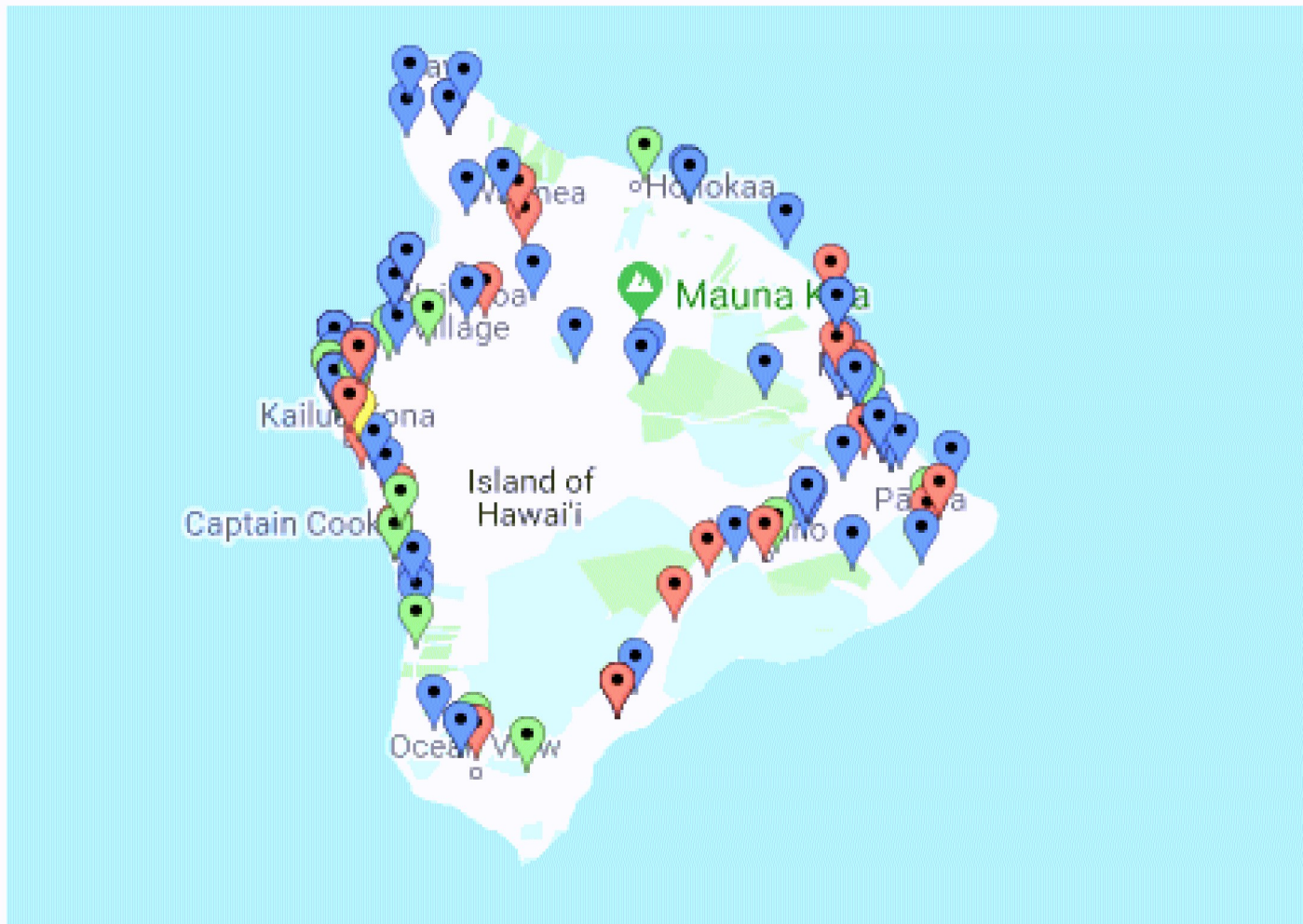


□ Kaua'i

□ Maui

□ Hawai'i

□ Honolulu





NO STREET LIGHTING

FAST MOVING TRAFFIC

WIDE STREET

UNPROTECTED BIKE LANES

UNPROTECTED CROSSINGS

LONG DISTANCE BETWEEN SIGNALS

SPEED LIMIT 35

HIT BY A VEHICLE
TRAVELING AT:

20
MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

30
MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

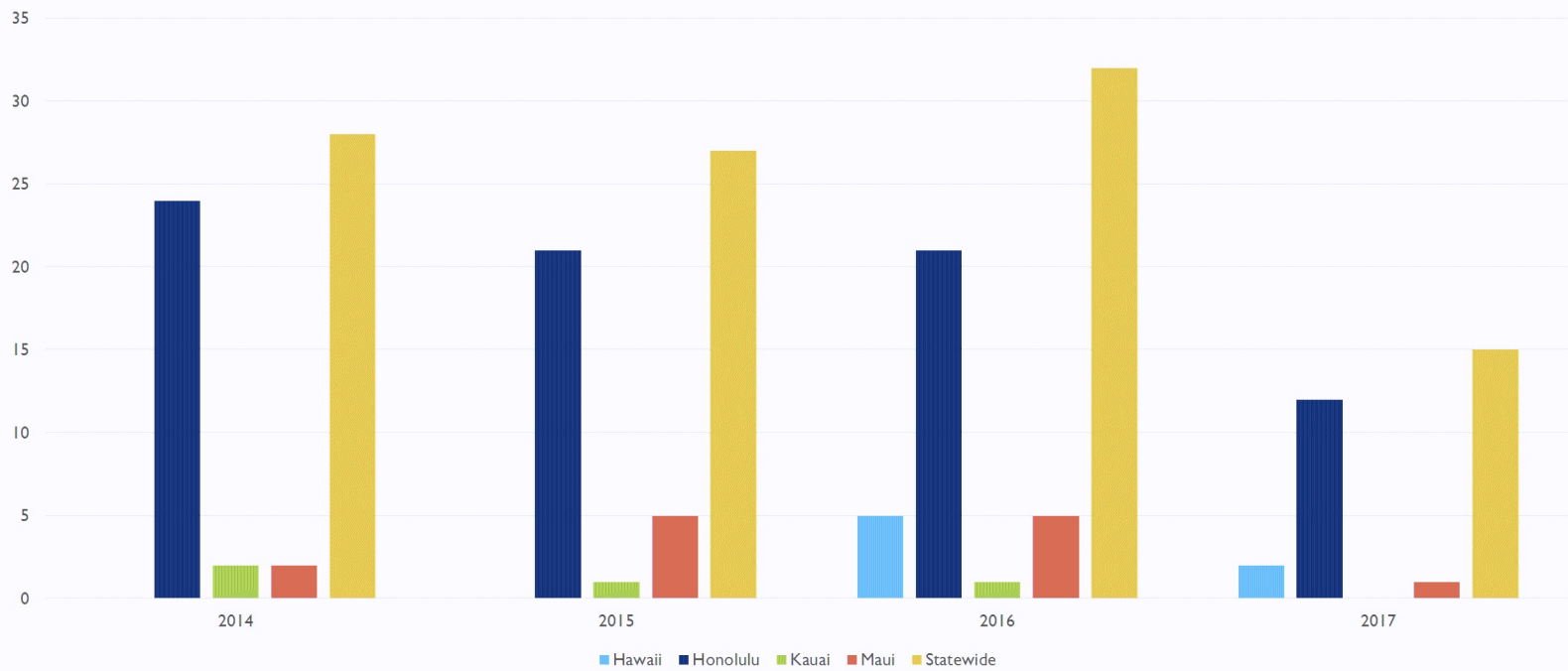
40
MPH



Only 1 out of 10 pedestrians survives

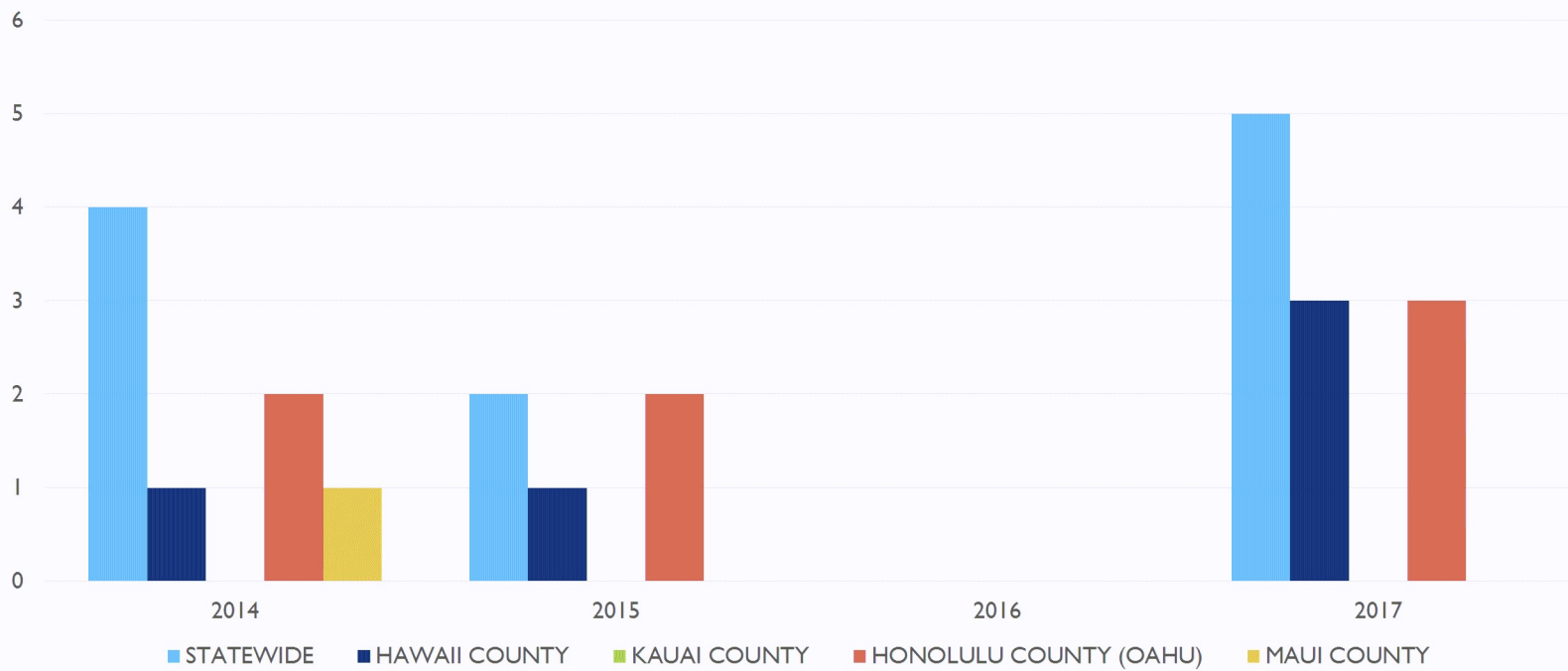
PEDESTRIAN FATALITIES BY COUNTY

SOURCE: FARS 2014-2017



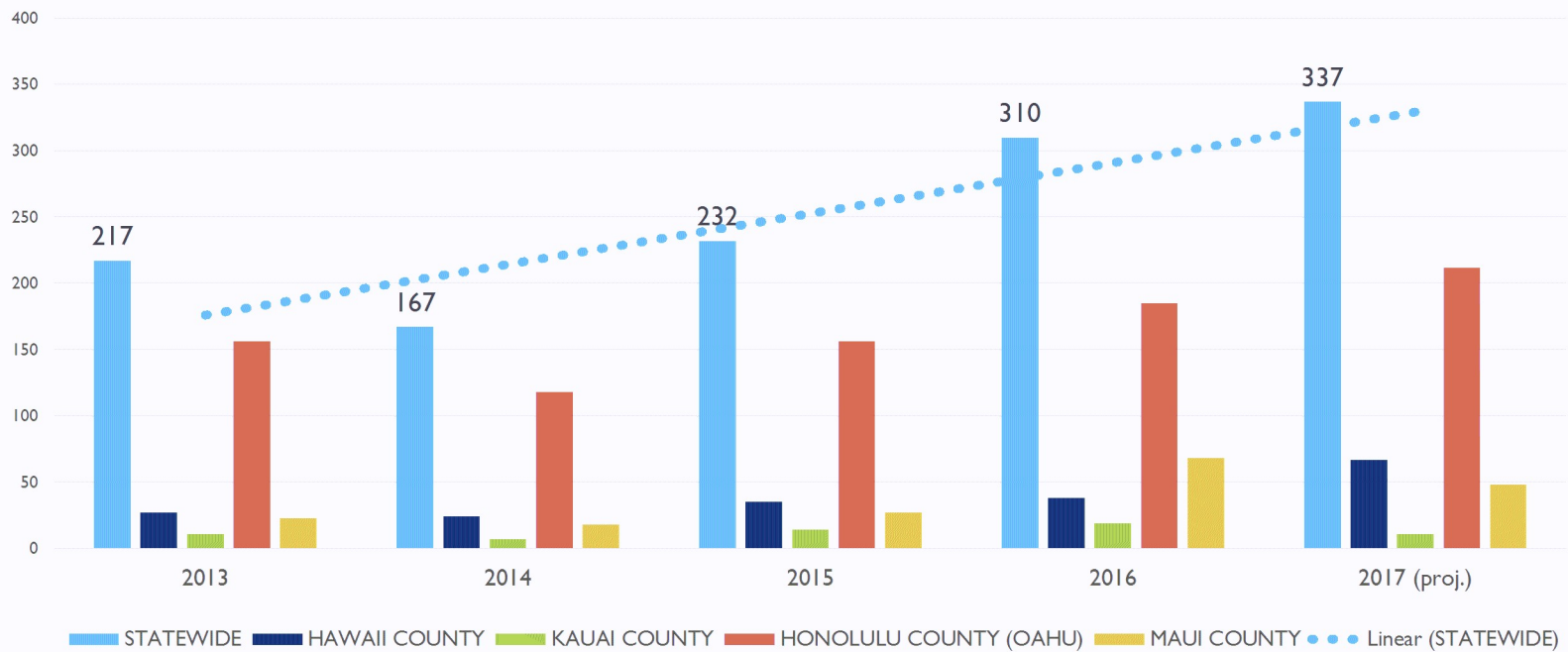
BICYCLIST FATALITIES BY COUNTY

SOURCE: FARS 2014-2017



BICYCLIST HOSPITAL-TREATED NONFATAL INJURIES

SOURCE: DOH, 2013-2017



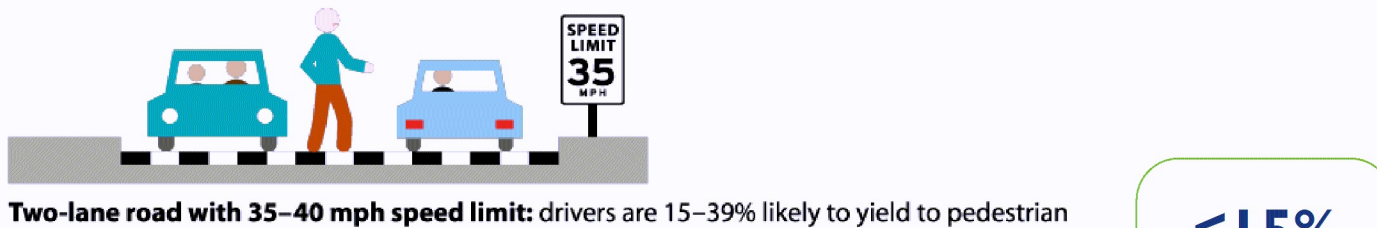
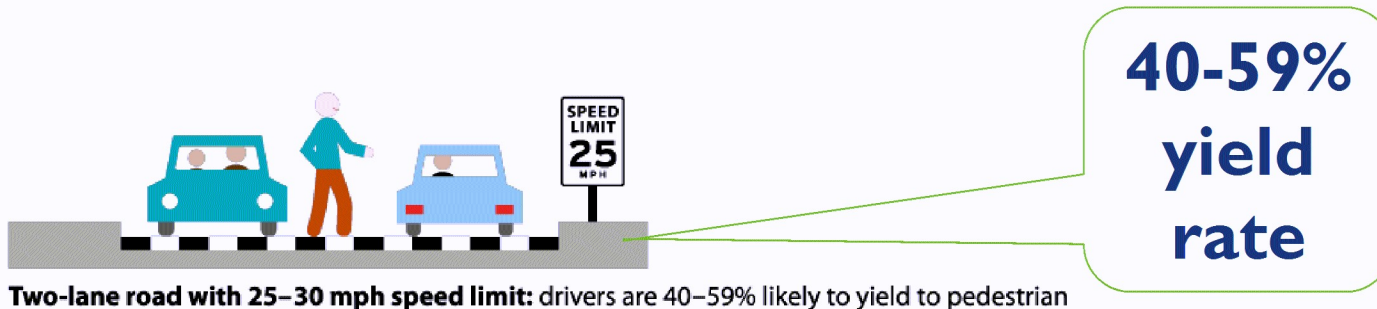
There are short, mid and long term actions that we can take to reverse these trends

Street Design, Policies, and Regulation

Review Street Design Guide principles

- added crosswalks
- adjust speed limits
- enhance lighting, etc.
- Countdown signal timing
- Leading Pedestrian Intervals
- Bulb-outs at intersections
- maximum ped crossing spacing,
- automated enforcement, and
- eliminate double threat situations (4-lane roads)

NARROW + LOW SPEED = EASIER TO CROSS



Source: Schneider RJ and Sanders RL. Pedestrian Safety Practitioner's Perspectives of Driver Yielding Behavior across North America.
Source (image: ChangeLab Solutions)

Design for Pedestrians & Bicycles



Education and Public Engagement

Expand Safe Routes to School program to other activities

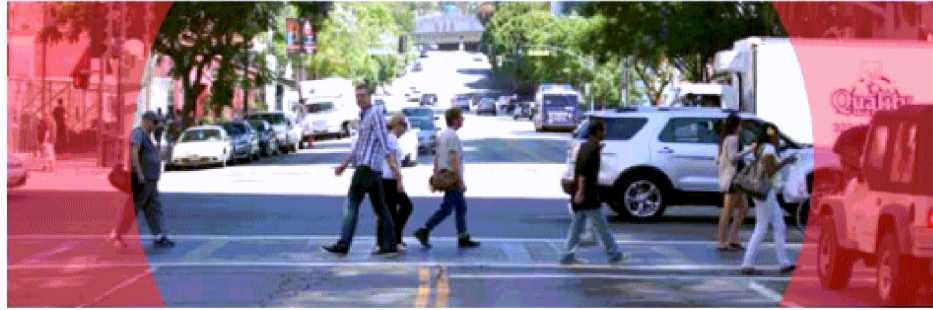
Form agency-led “street teams” that engage people (focus on equity)

Develop internet based map of crashes

HIT BY A VEHICLE
TRAVELING AT:

**20
MPH**

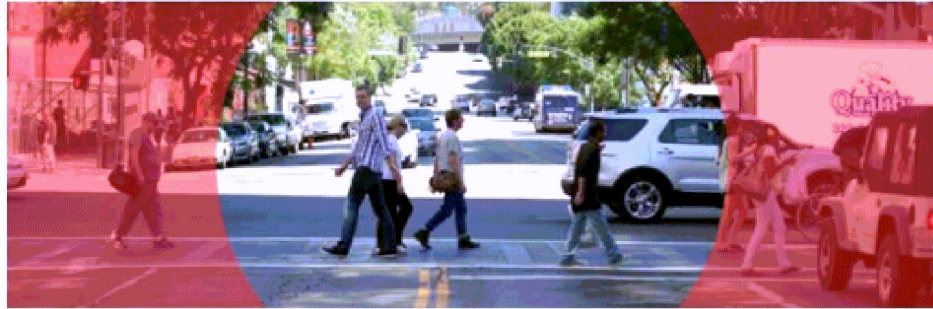
10%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:

**30
MPH**

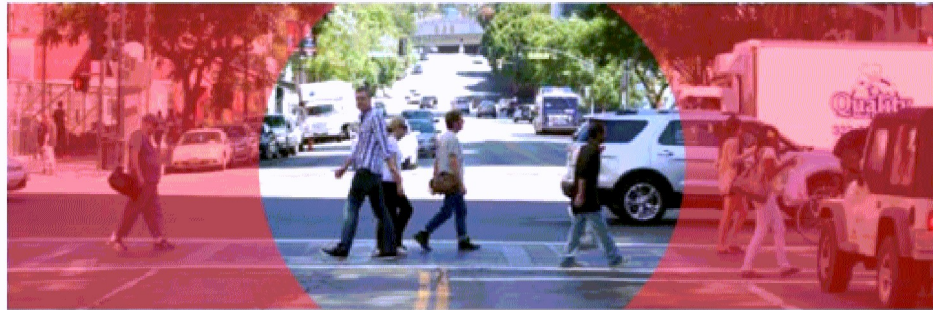
40%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:

**40
MPH**

80%
DEATH RISK



Speed is especially lethal for vulnerable users like people walking or riding a bicycle. The risk of severe injury or death increases as a driver's field of vision narrows.

20



is Plenty

seattle.gov/visionzero

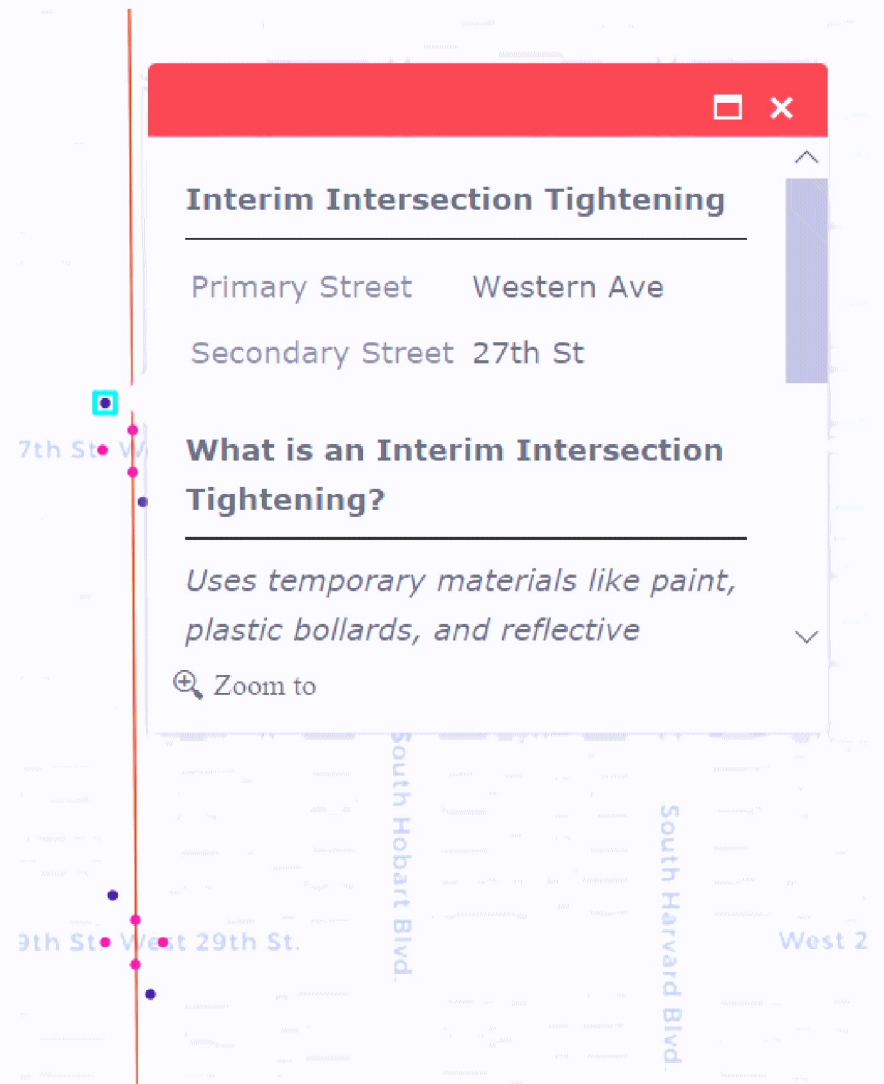
VISION
ZERØ
SAFER STREETS FOR SEATTLE



Seattle
Department of
Transportation

Vision Zero Mapping

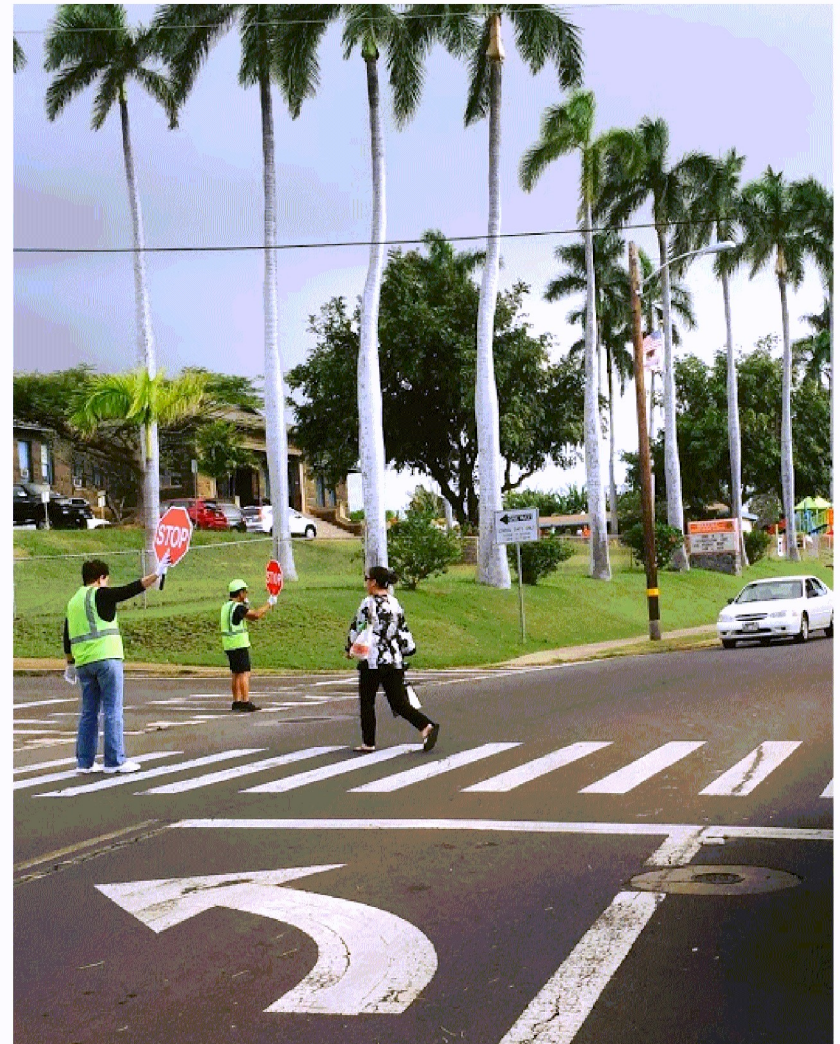
- User-friendly/public facing information improves transparency
- Internal articulation of how crashes are linked to actions
- Enables access to information on future improvements



Enforcement

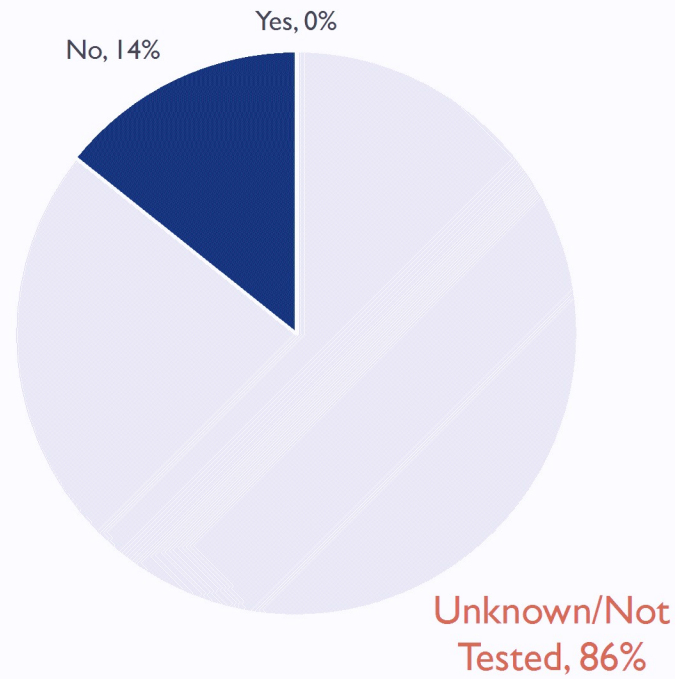
Conduct data driven safety enforcement actions based on speeding, distraction, etc.

Add Automated Enforcement at High Crash Areas, School Zones and “Kupuna Zones”



DRIVER IMPAIRMENT

SOURCE: FARS 2014-2017



State-wide Activities

Consider changes in legislature related to transportation

- Speed limit setting
- Restrictive yellow law
- Bicycle passing law
- No Right Turn on Right
- Automated Enforcement

Improve data collection related to crashes (non-motor vehicles)

Fund/Promote UH research on active transportation & safety

Engage community public health partners in promoting VZ goals

Next Steps

Research & Analysis

Policy & Recommendations

Action

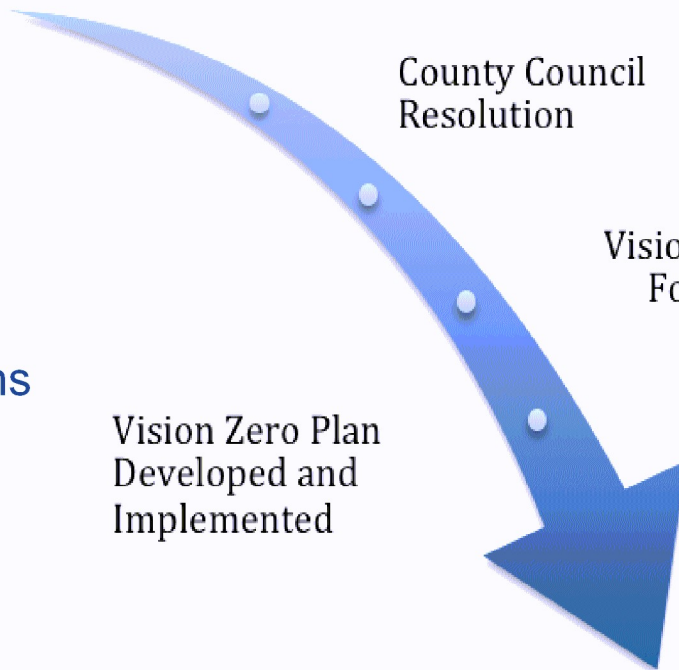
Vision Zero
Proclamation

County Council
Resolution

Vision Zero Task
Force Formed

Vision Zero Plan
Developed and
Implemented

Zero Fatalities on Hawaii island roads



Vision Zero Task Force Partners

County of Hawai'i

- Corporation Counsel
- Fire Department
- Information Technology
- Liquor Control
- Mass Transit
- Planning
- Police Department
- Prosecuting Attorney
- Public Works
- Research and Development
- Mayor's Active Living Advisory Council
- Liquor Commission
- Office of Aging

State of Hawai'i

- Dept of Education
- Dept of Health
- Office of Hawaiian Affairs
- Dept of Transportation
- University of Hawai'i
- Hawaii Tourism Authority

Private & Other Organizations

- Blue Zones Project
- Rotary Clubs
- Hawai'i Island Chamber of Commerce
- Peoples Advocacy for Trails Hawai'i (PATH)
- Hospital Trauma Programs
- Hawaii Public Health Institute
- Kaiser Foundation

Questions?

